

UTAH AND HER PEOPLE

INFORMATION for TOURISTS



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IN EXPLANATION.

THIS little pamphlet has been prepared for the purpose of furnishing information concerning the city of Salt Lake and the State of Utah. The data appearing herein has been compiled with the utmost care from trustworthy sources and may be regarded as entirely reliable. It is hoped that the significance of the facts presented will commend itself to the tourist or parties desiring information while visiting Salt Lake City. The Bureau of Information is open from 8 a.m. to 6 p.m., and a committee is always on hand to show the visitor around the Temple Block, and to furnish additional information and literature pertaining to Utah and her people. No fees charged or donations received.

OUR MOTTO:



"To correct misrepresentation, we adopt self-representation."

—John Taylor.

MISSION HEADQUARTERS.

Eastern States—J. G. McQuarrie, 213 W. 135th St., New York.
Northern States—A. H. Woodruff, 635 West Adam St., Chicago, Ill.
Southern States—Ben E. Rich, Box 381, Atlanta, Georgia.
Southern States—J. G. Duffin, Box 1132, Kansas City, Mo.
Colorado—J. A. McRae, Box 551, Denver, Colorado.
Northwestern States—Nephi Pratt, Box 1882, Spokane, Wash.
California—Jos. E. Robinson, 609 Franklin St., San Francisco, Cal.
British—Heber J. Grant, 42 Islington, Liverpool, England.
German—Hugh J. Cannon, Hosch Gasse, 68 Zurich, Switzerland.
Swiss—Levi E. Young, Hosch Gasse, 68, Zurich, Switzerland.
Netherlands—W. T. Cannon, Isaak Hubert Straat 120, Rotterdam Holland.
Scandinavia—A. L. Skanchy, Korsgade 11, Copenhagen, Denmark.
Australian—James Duckworth, No. 8, Toogood St., Erskineville, Sydney, New South Wales.
New Zealand—C. B. Bartlett, Box, 72, Auckland, New Zealand.
Society Islands—Edward S. Hall, Papeete, Tahiti, Society Islands.
Samoa—M. H. Sanders, Apla, Upolu, Samoa.
Sandwich Islands—S. E. Wooley, Honolulu, Sandwich, Islands.
Japan—Horace S. Ensign, Tokyo, Japan.

SALT LAKE CITY.

(BY FISHER HARRIS OF THE COMMERCIAL CLUB.)

I AM not one of those who believe that the population of this city will reach the 300,000 mark in the next decade. Of course, I recognize the fact that such an increase is possible, though I do not regard it as probable. The successful exploitation of the very promising oil fields of western Wyoming and eastern Utah, or the discovery of a new and marvelously rich mining district within the state, are two of the many possible causes for such an increase as is expected by many of our sanguine citizens. But these are contingencies, and the conservative business man does not rely greatly upon contingencies.

The fact is, however, that without these adventitious aids the future of Salt Lake is assured and neither clairvoyance nor the gift of prophecy is necessary to demonstrate that those of us who may be here ten years hence will see a great, beautiful, prosperous and progressive western city. I understand, of course, that this is generalization and in order to win credence should be based upon a more substantial reason than mere personal opinion. In the first place, consider how much nature has done for us here. Men and women of means and leisure spend thousands of dollars and circle the globe, in order to see more famous, but far less beautiful, scenes than those presented from almost any view point in this valley. Nowhere, perhaps, in the world are the mountains more ruggedly beautiful and picturesque than are those that encircle the city, and certainly nowhere on this continent can one find more charming exhibitions of the ever changing beauties of nature than are found in the numberless canyons that lie at our very doors.

From early springtime until the beginning of winter these great gorges, through which the waters of the mountains escape from imprisonment, are a constant delight to the lover of nature and furnish delicious places of rest and recreation for the tired business man and the wearied housewife. I can add nothing to what has been said and sung, in every land and language, about the great, blue sea that lies to the west of us. It is the crowning glory of the landscape, the wonder of the world. Can you show me another spot on Mother Earth where such a combination is found?

There are cities that point with pride to their mountains, others boast of their lake front, and still others of their valleys or beautiful homes. Here, we fortunate people have them all—mountains, canyons, lake and valley embraced in one grand scheme of beauty—and over all a sky as blue as any that bends over sunny Italy.

Is it any wonder that with such natural environment Utah should produce more than her proportion of painters, poets,



CITY AND COUNTY BUILDING.

sculptors and musicians? Yet surroundings such as I have briefly mentioned are but desirable adjuncts to life. Man cannot live on scenery, and the visions of the day dreamer are continually being disturbed by grosser thoughts of how he may earn his daily bread.

The careful man in search of a permanent abiding place has many things to consider. He will want to know much about the material resources of the city of his choice; its promise for the future; its schools and churches; its climate, the character of its business men and its social life. We can confidently commend Salt Lake City to him from all these standpoints of interest. Materially speaking, Salt Lake City is not "just entering upon a period of unexampled prosperity," to quote from the advertising pamphlets of many communities. The prosperity is here now, and while it may not be "unexampled" it is nevertheless great, substantial and comforting. It is in the air and is evidenced on every hand and in all the walks of our business and social life. Ride about the city and you will find in every business and residence block new buildings going up, ranging in importance from the cottage home of the poor man to the palace of the mining king.

The records of the building inspector show that during the year 1902 permits were issued for the erection of new buildings costing in the aggregate \$2,567,650, an increase over 1901 of \$1,141,290. And still the importunate cry is for more homes; for the people who are making money on the broad ranches and in the rich mining camps of Utah, Wyoming, Nevada, Idaho, Montana and western Colorado are coming here and establishing their household gods in this valley of the mountains. They are drawn hither by the characteristic American demand for the best in life, and they find it here, in our university, schools, colleges, theatres, churches and institutions of music and art.

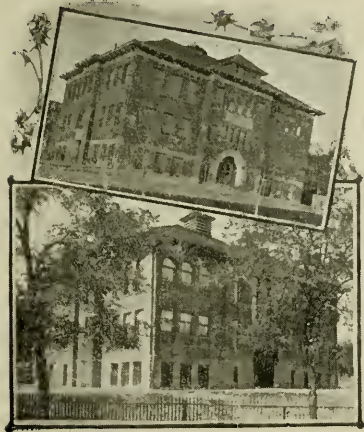
If ever a community had right to pride in the high character of its schools it is this one. They are as nearly perfect as lavish expenditure backed by cultured judgment can make them. The numerous buildings in which the city's children are taught are models of modern educational architecture and are not surpassed for comfort and convenience by anything of like kind in America. The officers and teachers represent the best imported and domestic talent

and their efficiency is attested by the proficiency of their pupils. In my judgment, Salt Lake City will, within the next ten years, become the greatest educational center in the intermountain country, and her schools will be filled with the youth of the great states that are tributary to her markets.

From a commercial standpoint the city is most fortunately situated, being the geographical center of a vast region, the resources of which are being developed with marvelous rapidity.

For this inland empire with its increasing wealth and population, Salt Lake is the natural distributing point—the depot for supplies—and she has no rival within a radius of five hundred miles.

The jobbing trade of the city amounted last year to more than \$35,000,000, and the building of the new railroads booked for the coming year will



PUBLIC SCHOOL BUILDINGS.

add greatly to the territory now invaded by her enterprising and successful merchants.

Speaking of railroads, reminds me that every one of the past twenty years has seen the building of many great railway lines into Salt Lake—on paper. None of them have heretofore materialized as projected and the hearts of our people have been made sick with hope deferred. But it seems that even such gigantic things as railway lines come to those who patiently wait. The Denver & Northwestern railway, another connecting link between the capital cities of Colorado and Utah, designed to traverse the richest parts of both states, is an assured fact. Yesterday the calamity howlers declared vociferously that it would never be built—today the contracts are let for its construction and the work is being pushed with vigor and determination. For a generation our people have been looking with longing eyes toward Los Angeles and hoping for a railway connection with that beautiful and progressive city. This year witnesses the fruition of their hopes in this regard, and busy hands are, even as I write, building the grade that will make easy the coming of the San Pedro, Los Angeles & Salt Lake railway. I know nothing of what combinations of interest are behind these great enterprises, nor do I greatly care. I do know, however, that their successful completion is now beyond question and that the appearance of this city in the role of a great railroad center is inevitable.

The wealth of Salt Lake City, which maintains her splendid schools and other institutions of culture and refinement and builds her beautiful homes, comes from many sources. Agriculture, stock raising and manufactories, all contribute, but from the mines of the state there is an unceasing and ever increasing stream of new, clean money, flowing always into the channels of her trade and commerce. In 1901 the mines of Utah paid in dividends the sum of \$4,545,500, not counting the sums paid by close corporations, the amount of whose profits is



PUBLIC SCHOOL BUILDINGS.

not made public. This year the dividends on the listed stocks are half a million dollars in excess of those of 1901. The greater part of this sum remains and is reinvested here. It is well to remember in estimating the city's future that the mining industry of Utah is only in its infancy now. Every day records a new strike and witnesses the opening of new districts, and every year sees the list of dividend paying properties grow longer, and the city is the inevitable beneficiary of this growth.

The business of the community is transacted through fifteen banking institutions which hold in their keeping approximately \$30,000,000 of the people's money on deposit. Salt Lake has always been noted for the conservatism of its bankers and it has been so long since Mr. Dun has had occasion to record a failure here that it is difficult to recall it.

For the thoughtful citizen the future of the city has nothing but cheerful promise for the coming year and for the years that shall follow it.

All these signs point to a continuance of the steady and substantial growth that has marked our history for the past ten years. We have not had, and do not want a "boom."

TEMPLE BLOCK.

SALT LAKE TEMPLE.—The Latter-day Saints have four temples and nearly four hundred houses of worship in Utah. The largest temple is that at Salt Lake City. In April 1851, the Church decided to construct this edifice on its present site. On February 14, 1853, the Temple site was dedicated and ground broken for the foundation. The corner stones were laid April 6, 1853. The building was completed and dedicated April 6, 1893.

The Temple is 186½ feet long and 99 feet wide, covering an area of 18,562 feet. Including the Temple Annex and smaller connected buildings, the cost of construction is about four million dollars. The



SALT LAKE TEMPLE.

Temple is built of granite, brought from a quarry about twenty miles distant. Before the advent of the railway to the quarry, in 1873, the huge blocks of stone were transported by ox teams; it took four yoke of oxen four days to transport a single large stone from the quarry to the Temple grounds. The Temple faces east and has six towers, three on the east end and three on the west end. The height of the rockwork on the east central tower is 210 feet; on the west central tower 204 feet; on the walls of the main building 107½ feet. The thickness of the walls varies from 6 to 9 feet. The footing wall on which the building rests is 16 feet wide and 16 feet deep. The east central tower is surmounted by the figure of an angel proclaiming the everlasting Gospel. (Rev. xiv: 6.) The figure is of hammered copper, covered with gold leaf, and is 12 ft. 5½ in. high. The Temple is closed to the general public, being in use the greater part of the time for baptismal ceremonies and sacred gatherings. Other temples of the Latter-day Saints in Utah are located at Logan, Cache County; Manti, Sanpete County, and St. George, Washington County.

TEMPLE BLOCK. — The Temple Block is forty rods square and contains ten acres. Besides the Temple and annexed buildings, there are in the square the Tabernacle, Assembly Hall, Bureau of Information, and a quaint



THE FAMOUS TABERNACLE.

old adobe building covering the United States meridian stone and astronomical instruments for taking observations. At the southeast corner of the block is a stone marking the base from which Salt Lake City is surveyed. The Temple Block is surrounded by a stone and adobe wall which was completed August 15, 1854.

TABERNACLE.—The large Tabernacle, the roof of which consists of a single wooden arch, was commenced in 1865 and completed in April, 1870. It is 150 feet wide, 250 feet long, and 80 feet high, and has wonderful acoustic properties. It will seat comfortably about 8,000 people. Religious services are held on Sundays at 2 p. m.



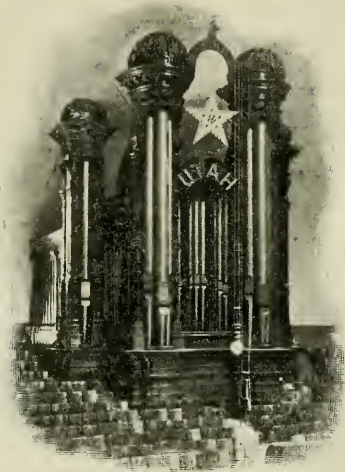
SALT LAKE STAKE ASSEMBLY HALL

ASSEMBLY HALL.—The Assembly Hall is built of granite and is of Gothic architecture. The height of the central spire is 130 feet. The building is 68x120 feet. Its corner stones were laid September 28, 1877, and the building was dedicated January 8, 1882. This hall will accommodate nearly 3000 people.

THE BUREAU OF INFORMATION occupies a new and elegant building near the south gates, erected at a cost of \$8,000. Reception rooms, toilets, etc., are provided and committees are always on hand to entertain visitors without charge.

THE GRAND ORGAN.

IN the west end of the Tabernacle is situated the Great Organ, which in all probability is the widest and most favorably known pipe organ in the world. It has been conceded by visiting musicians from all over that this is the finest instrument in America, if not in the world. There are larger organs in existence but none that equal this instrument, either in construction, variety or character of tonal quality. From the first it has been a wonderful instrument, and one in which wide interest has been taken. It was constructed originally over thirty years ago entirely by Utah artisans and mostly from native materials. It was built under the direction of Joseph Ridges and later re-constructed by Niels Johnson, assisted by Shure Olsen, Henry Taylor and others. In later years many rapid strides have been made in organ construction and effects, and the Church authorities decided to have this instrument at least abreast of the times, or ahead of the times, and awarded the contract to the W. W. Kimball Co. of Chicago, who placed entire new mechanism in the instrument, using such of the old material as was good for years to come, in the way of pipes, and re-voiced the instrument according to modern schools. This work was completed about two years ago, and the organ has since that time been regarded as *ne plus ultra* in organ building. Such is the verdict of so eminent a critic as George W. Walter, organist of the Temple, Washington, D. C., who paid a special visit to Salt Lake City in April, 1901, for the purpose of studying this organ. His statements have been echoed by



THE GRAND ORGAN.

numerous prominent organists who have since visited the Great Organ.

The front towers have an altitude of 58 feet and the dimensions of the organ are 30 by 33 feet; it has 110 stops and accessories, and contains a total of over 5000 pipes, ranging in length from one fourth inch to 32 feet. It comprises five complete organs—Solo, Swell, Great, Choir and Pedal; in other words, four key boards in addition to the pedals. It is capable of 400 tonal varieties. The different varieties of tone embodied in this noble instrument represent the instruments of an orchestra, military band, choir, as well as the deep and sonorous stops for which the organ is famed. There is no color, shade or tint of tone that cannot be produced upon it. The action is the Kimball Duplex Pneumatic. The organ is blown by a 10-horse power electric motor, and two gangs of feeders furnish 5000 cubic feet of air a minute

when it is being played full. The organist is seated twenty feet from the instrument, which places him well amongst the choir. Undoubtedly the organ owes much to the marvelous acoustics of the Tabernacle, but even with this allowance made, it is still the most

perfect instrument of its kind in existence. Free public recitals are given semi-weekly by Professor J. J. McClellan, the Tabernacle organist, aided by the best vocal talent. The Bureau of Information will cheerfully give tourists the hours of these functions.

The Tabernacle is of great interest to all people, whether of a religious turn of mind or not. Every Sunday afternoon at 2 o'clock this immense structure, which is one of the largest auditoriums in this country and possesses acoustic properties unequaled by any other structure in America, is crowded with worshippers. The interior construction is so perfect that the dropping of a pin, or a whisper, can be heard at a distance of over two hundred feet.

The seats seen in close proximity to the organ accommodate an unpaid choir which has a membership of over 550 singers. Professor Evan Stephens is the director. This organization won second prize in the Eisteddfod at Chicago in 1893, and many unbiased critics believed it to be worthy of the first prize and so expressed themselves in public and in print. When the organ and choir join forces it is a tidal wave of sweetest harmony, of grand tone.



KEY BOARD--GRAND ORGAN.

BEAUTIFUL SALT AIR.

① NE of the grandest sights for the traveler who visits the city of Salt Lake is the Great Pavilion, located at Saltair Beach, on the Great Salt Lake. This wonderful building is a monumental testimony of the enterprising energy of Utah citizens and Utah capital.

It is situated thirteen miles due west from Salt Lake City, and is reached by a thirty-minute ride on the Salt Lake and Los Angeles Railway, which is especially equipped for the transportation of the immense crowds that patronize the resort every day during the season.

The various buildings of the immense Pavilion form a symmetrical group, with a large central structure connected with long, tapering piers at each end, curving toward the lake and surmounted by large, airy observatories. The



SALT AIR BEACH BATHING RESORT

architecture is after the Moorish style and the general effect is as beautiful as the structure is serviceable and substantial. This magnificent Pavilion was built at a cost of over \$350,000 and was opened to the public July fourth, 1893.

The magnitude of this great structure can be appreciated only when one has had the pleasure of seeing it. In length it is 1200 feet while the extreme width is 355 feet. The top of the main tower is 130 feet above the surface of the water. The lower floor is used principally for an immense lunch and refreshment bowery, it being provided with large tables and seats enough to accommodate over a thousand people at one time. The upper floor of the main building is used for dancing, and is one of the largest dancing floors in the world, its dimensions being 140x250 feet of clear floor without a pillar or obstruction of any kind. A thousand couples dancing at one time is a frequent sight to be witnessed at this resort. The dancing floor is covered with a dome-shaped roof constructed after the plan of that covering the famed Salt Lake City Tabernacle. The bathing at this wonderful resort is the best, most exhilarating and healthful in the world and may be enjoyed between May and October to its fullest extent.

Salt Lake City is 4,261 feet above sea level. The Great Salt Lake is 4,218 feet above sea level.

The Municipal Buildings—joint city and county—are located on State Street, half a mile south of the Eagle Gate.

OTHER INFORMATION.

The Eagle Gate, a historical place of interest, formerly an entrance to the private grounds of the late President Brigham Young, is one block east of the Temple Block on South Temple Street. It is now the entrance to one of the prettiest street car rides that can be had if a view of the city is desired from the North or East Bench. The Consolidated Railway and Power Company have adopted the Eagle Gate as their emblem. It may be here stated that this company has a most completely equipped and carefully covered system of trackage running over 80 miles of streets, embracing all points of interest in and contiguous to the city, including Murray and the smelters, 7 miles south; Fort Douglas, 3 miles east; Warm Springs, 2 miles north; and Jordan River, 2 miles west.

SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY.—During the early seventies, Brigham Young built the first



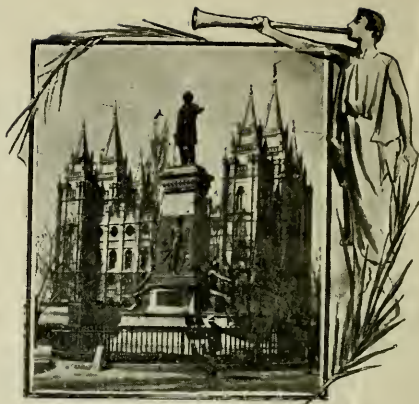
THE HISTORIC EAGLE GATE.

portion of what is now to become one of the leading factors in the trans-continental railroad world; as the above named railroad company has acquired, by purchase, that portion of the Oregon Short Line south of Salt Lake City, and it may be well said that from a historical standpoint this company has acquired a line that stands foremost in the history of Utah. Covering more than 500 miles of trackage from this end, besides what is being operated on the Los Angeles division, which comprises 120 miles—this road when completed will constitute one of the most important railroad links in the United States and of special importance to Utah. The country traversed by the Salt Lake route is rich in mineral, and the new territory through which this line will pass in forming the connecting link between Calientes, Nevada and Daggett, California, contains some of the richest mineral deposits in the West. The line also passes through a rich agricultural and fruit district, where new towns and cities are being founded.

THE OREGON SHORT LINE RAILROAD COMPANY.—This is in every sense the Pioneer road of this intermountain country in general, and of Utah in particular. Its incorporation includes the old Utah Central Railroad, built by Brigham Young; the Utah and Northern, and the original Oregon Short Line Railroad. Its various divisions became parts of the Union Pacific system at different times, and finally, as a part of that system, operated from Silver Bow, Montana on the north; Huntington, Oregon, on the west, and Granger, Wyoming, on the east to Frisco, Utah, on the south. Later, by purchase, lease and construction, its limits were extended from Milford, Utah, to Calientes, Nevada, on the south, and from Silver Bow to Butte, Montana, on the north. It was segregated from the Union Pacific in March, 1897, and since that time until July, 1903, when that portion south of Salt Lake City was sold to the San Pedro,

Los Angeles & Salt Lake company, has been operated independently as the Oregon Short Line Railroad Company, with a trackage approximating 1688 miles. Originally penetrating a country whose general barrenness gave little promise of the beautiful territory it was to become with development, it has grown with the country, and is now the principal carrier in a land rich in everything that goes to make prosperity, traversing one of the most valuable mining and agricultural territories of this western empire.

THE RIO GRANDE WESTERN RAILROAD COMPANY.—In 1882 the Rio Grande Western Railroad Co. first thrust its way through the mighty fortress—the Rocky Mountains—and made Salt Lake city its principal home. Its coming was the beginning of an era of prosperous times for Utah. Every spike that was driven was the best that could be secured, and this represents everything else used in its equipment, including the huge mountain locomotives, palatial cars and serviceable freight or other paraphernalia. The progress of the Rio Grande Western Railway has been contemporaneous with the progress of the State; its enterprise has marked the enterprise of the people; its interests and those of the people it serves are recognized as identical. It operates in connection with the Rock Island, Burlington, Missouri Pacific and Santa Fe routes.



THE PIONEER MONUMENT,

A comfortable journey over the lines of the Rio Grande Western Railway in Utah will better acquaint you with the wonderful resources of the great state than any amount of literature that can be gathered on the subject.

The first Legislature of Utah convened in Salt Lake City, September 22, 1851.

The University of Deseret (State University) was opened in Salt Lake City in 1851.

In 1853, the Spanish wall was built on the east and south of the city as a protection against Indians. It was 12 feet high, 6 feet thick at the base and $2\frac{1}{2}$ feet thick at the top. It was nine miles long.

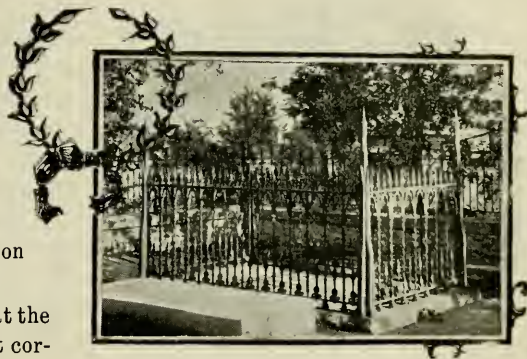
The first fire department in Salt Lake City was organized October 17, 1856.

In October, 1861, the overland telegraph line was completed via Salt Lake City. The first telegram east was sent by President Brigham Young on October 18.

Fort Douglas was located in Oct., 1862.

Zion's Co-operative Mercantile Institution was founded October 16, 1868.

Brigham Young's monument is located at the intersection of the streets at the southeast corner of the Temple Block.



PRESIDENT BRIGHAM YOUNG'S GRAVE

President Brigham Young died August 29, 1877, in Salt Lake City.

There are fifteen banks in Salt Lake City with a capital of \$3,005,000, and deposits of over \$31,000,000.

The annual coal product of Utah is worth over \$5,000,000.

The annual output of the precious metals in Utah is over \$21,000,000.

NEWSPAPERS.—*The Deseret News*, official publishing house of the Mormon Church, was founded in 1850 by Pres. Brigham Young. It is the oldest and most widely circulated paper published in the intermountain region, being distributed from Canada on the north to Mexico on the south.



DESERET NEWS BUILDING AND ANNEX.

The Salt Lake Tribune is one of Utah's leading newspapers. Tourists and visitors interested, financially or otherwise, in the growth and development of Utah and the surrounding states, should secure the Salt Lake Tribune. It gives reliable and conservative news relating to the advancement and progress of the intermountain states. Mr. Perry S. Heath is the publisher and general manager. Visitors and tourists are invited to visit the *Tribune* office.

The Telegram is a successful evening news-

paper (independent and non-sectarian) started in January, 1902. It sells for three cents and is issued by the Salt Lake Telegram Publishing Company.

The Character Builder.—A monthly magazine for home and school, devoted to physical, social, intellectual and moral education, John T. Miller, D. Sc., editor.

The Church of Jesus Christ of Latter-day Saints was organized April 6, 1830, in Fayette, Seneca County, New York. It now has a membership of over 300,000.

The Church has been presided over by Presidents Joseph Smith, Brigham Young, John Taylor, Wilford Woodruff, Lorenzo Snow, and Joseph F. Smith, in the order named.

There are over 116,000 teachers and pupils in the "Mormon" Sunday Schools. The first Sunday School in Utah was established in Salt Lake City in December, 1849.

In 1853 the population of Salt Lake City was 6,000; it is now 70,000.

Of the larger business associations in the intermountain country, the Rocky Mountain Bell Telephone Company ranks among the foremost in amount of investment, territory covered, and its place in the conduct of the commerce of the section. The combining of over 15,000 miles of toll lines with all exchange subscribers in 80 city exchanges furnishes what is accepted as "perfect telephone communication," every telephone user being able to talk directly from his office or house to the office or house of his associate in any of the city exchanges of this great system, a map of which appears on the last page.

The Gardo House, next to the Historian's office, was erected by President Brigham Young as a suitable place to receive friends and visitors, but was never used by him. It is not now the property of the Church.

On January 31, 1854, a mass meeting held in Salt Lake City memorialized Congress in favor of a railroad from the Missouri River to the Pacific Coast, via Salt Lake City. The Pacific Railroad via Ogden was completed May 10, 1869, and a line to Salt Lake City, January 10, 1870.

The Lion House was built in 1855.

The Church Historian's office is opposite the Lion House.

The Latter-day Saints' University buildings, Tithing Storehouse, Lion and Beehive houses and general Church offices are located on the ten acre square east of the Temple Block.



HOTELS.—The Knutsford of this city represents an actual outlay of \$750,000, while the Angelus of Los Angeles, owned and controlled by the same management, cost over \$800,000, and, inasmuch as the proprietor is a Utah man, the two well-known hostleries are not only a source of pride to Salt Lake City and the intermountain country, but stand as a monument to the enterprise, pluck and energy of the builders, Mr. Gus S. Holmes is the proprietor, and is well known in Salt Lake and Los Angeles particularly. The Knutsford is built of gray granite, has a frontage of 165 feet on East



THE ANGELUS, LOS ANGELES, CALIFORNIA.

Third South Street, and is seven stories in height above the basement. There are 300 guest rooms, single and en suite, 100 of which have baths. Everything is magnificent and the best that can be secured in both cuisine and equipment. Tourists usually make these hotels their homes when in Salt Lake or Los Angeles.

The New Wilson is a hostelry of which all Utahns are proud, having as it does all the requisites of an up-to-date hotel. It is on the European plan with a first class popular price restaurant in the building, and is located in the heart of the business, church and social district of the city. The New Wilson has 200 rooms with telephone, hot

and cold water in each; is provided with 60 private baths, beautifully furnished parlors, and, indeed, all that goes to constitute a strictly first-class hotel; and the rates range from only \$1.00 to \$3.00 per day. It was opened March, 1903. Mr. A. Fred Wey is the proprietor and manager.

Utah's public school system is one of the best in the United States.

Of the big concerns in real estate the Houston Real Estate and Investment Co., (an incorporation) stands in the lead. It has a capital of \$10,000, paid up. The company occupies the ground floor of its own property at 251 South Main St., known as the Houston Block. The officers are J. W. Houston, president; A. W. Houston, vice-president; C. W. Johnson, secretary and treasurer. The company has a thoroughly equipped office for the transaction of its real estate business, collection and payment of rents, interest, or taxes, both for home and non-resident patrons. It has money to loan in any amount on improved real estate in Salt Lake City, at very low rates of interest. It also offers choice first mortgage loans for investment of trust funds, which investors will find both safe and profitable. In addition to these varied interests it represents three of the best fire insurance companies.

THE STATE OF UTAH.

The State of Utah covers 85,000 square miles of territory and embraces within its borders every condition of climate from temperate to semi-tropical. It lies along the western slope of the Rocky Mountains and is the natural center of a vast area which is rapidly coming to be recognized as the richest section of the Union in natural resources and potential development. It was settled in 1847 by "Mormon" pioneers, and in the comparatively brief period that has elapsed since then it has made such marvelous strides in material, social and business progress as to excite the wonder and admiration of the observer. Within the memory of many of its citizens, the country enclosed by its boundary lines was an arid, treeless and uninhabited desert; today it is the home of 300,000 industrious, prosperous and patriotic people; its valleys are filled to the mountain side with fields of waving grain and orchards of choicest fruits, and its educational and charitable institutions are among the best in the land.

SOME STATISTICS.

OUTPUT OF UTAH'S SUGAR FACTORIES FROM ORGANIZATION TO DATE.

UTAH SUGAR COMPANY:

1891,.....	Pounds Produced,	1,112,800
1892,.....	“ “	1,325,660
1893,.....	“ “	4,109,555
1894,.....	“ “	5,492,592
1895,.....	“ “	7,030,000
1896,.....	“ “	9,150,000
1897,.....	“ “	5,676,700
1898,.....	“ “	9,999,850
1899,.....	“ “	13,385,875
1900,.....	“ “	11,500,000
1901,.....	“ “	18,500,000
1902,.....	“ “	21,000,000

OGDEN SUGAR COMPANY.

1899,.....	Pounds Produced,	3,000,000
1900,.....	“ “	6,000,000
1901,.....	“ “	8,500,000
1902,.....	“ “	9,000,000

LOGAN SUGAR COMPANY.

1901,.....	“ “	5,000,000
1902,.....	“ “	8,000,000

TOTAL,.....	145,777,130
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At 5 cents per pound, ..	\$7,288,706.50
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INCREASE IN NEW BUILDINGS, SALT LAKE CITY.

WHAT THE OFFICIAL BUILDING RECORD SHOWS:

First Municipal Ward	\$ 301,080
Second Municipal Ward.....	1,209,720
Third Municipal Ward	164,520
Fourth Municipal Ward.....	504,300
Fifth Municipal Ward.....	388,030
GRAND TOTAL	\$2,567,650
Increase over 1901	\$1,141,290

OFFICIAL STATEMENT OF THE JOBBING TRADE OF SALT LAKE CITY, FOR 1902

Groceries.....	\$7,000,000	Meats.....	\$ 750,000
Dry Goods.....	5,000,000	Saddlery and Harness.....	500,000
Hardware.....	4,400,000	Crockery, China and Glassware.....	500,000
Farm Implements.....	3,500,000	Paper, Stationery and Books.....	500,000
Lumber.....	1,750,000	Bottled Goods.....	400,000
Liquors and Cigars.....	900,000	Plumbers' and Electrical Supplies.....	300,000
Boots and Shoes.....	900,000		
Drugs and Chemicals.....	2,000,000		
Furniture.....	1,250,000	TOTAL.....	\$31,700,000
Clothing.....	650,000	Total for 1901.....	27,235,000
Paints and Oils.....	650,000		
Confectionery.....	750,000	Increase.....	\$ 4,465,000

SALT LAKE INDUSTRIES.

	No. of Employed.	Wages.	Production.
		\$	\$
Assaying.....	35	35,000	
Awning and Tents.....	15	10,000	20,000
Artificial Flowers.....	5	3,500	10,000
Rollers, Engines and Furnaces.....	125	87,500	300,000
Bank, Bar and Store Fixtures.....	30	21,000	75,000
Bottling Business.....	50	30,000	175,000
Baking Powder.....	50	25,000	75,000
Building Trades.....	2,600	2,000,000	
Bakeries.....	50	35,000	275,000
Blank Books and Bindery.....	70	45,000	75,000
Blacksmithing.....	200	140,000	250,000
Boots and Shoes, manufacturing.....	200	130,000	270,000
Boxes, manufacturing.....	23	10,000	30,000
Brass Works.....	110	100,000	270,000
Breweries.....	120	100,000	600,000
Brick.....	240	155,000	190,000
Camping Outfits.....	20	10,000	50,000
Carpets.....	125	100,000	500,000
Carriages and Implements.....	250	150,000	1,750,000
Cigars.....	60	45,000	250,000
Creameries.....	60	40,000	325,000

Carpenters.....	500	450,000	
Carvers.....	3	3,000	4,500
Cement.....	30	14,000	35,000
Clothing, manufacturing.....	50	25,000	100,000
Coffin, manufacturing.....	9	7,000	45,000
Copper.....	25	28,000	75,000
Crackers.....	65	37,500	175,000
Dressmaking.....	300	145,000	250,000
Drugs, Medicines, Sundries.....	100	76,000	850,000
Electrical Supplies.....	75	55,000	210,000
Engravers.....	22	18,000	30,000
Flouring Mill Products.....	75	18,000	600,000
Extracts and Essences.....	50	15,000	80,000
Foundries and Machinery.....	120	100,000	300,000
Furniture and Upholstering.....	250	200,000	1,500,000
Fur Goods.....	50	30,000	200,000
Hair Goods.....	50	25,000	50,000
Harness.....	60	40,000	175,000
Ice Manufacturing.....	40	30,000	250,000
Jewelery Manufacturing.....	7	9,500	35,000
Knitting Factories.....	16	4,000	38,000
Laundries.....	275	110,000	
Lithographing.....	50	35,000	50,000
Lumber; manufacturing.....	55	45,000	275,000
Mattress, manufacturing.....	50	35,000	80,000
Marble and Monuments.....	15	10,000	40,000
Mantels.....	10	7,500	30,000
Merchant Tailors.....	200	100,000	500,000
Millinery.....	100	60,000	225,000
Mining Machinery.....	200	315,000	2,500,000
Photographers.....	40	30,000	57,000
Printing Products.....	20	15,000	33,000
Paints and Varnishes.....	150	115,000	500,000
Plumbing Supplies.....	9	7,000	150,000
Picture Framing and Moulding.....	12	10,000	50,000
Railroad Shops.....	700	550,000	
Sheet Iron.....	20	17,000	30,000
Soap, manufacturing.....	20	18,000	100,000
Shoe Makers.....	15	10,000	50,000
Shirt, manufacturing.....	3	2,500	6,000
Spices.....	50	25,000	75,000

Salt.....	75	43,000	250,000
Smelting.....	2,000	1,500,00	20,000,000
Tallow.....	5	2,600	7,500
Totals.....	10,409	\$7,686,600	\$35,501,000

COAL INTERESTS.—Practical operators who have made the coal deposits of Utah a study make the statement that these are inexhaustible. Just how many thousands of acres they embrace is not definitely known. But the state will be able to produce coal, and of the most excellent character, years after the extensive fields of Pennsylvania and the Virginias have been worked out. The state boasts of a number of large mines, located in as many counties, and innumerable smaller ones, but they convey no legitimate idea as to the vastness of the coal deposits. For hundreds of miles in the southern part of the state the out-croppings are mute testimonials of great bodies of fuel lying under the surface strata. They are easily accessible, as it is not necessary to sink to great depths to mine. Therefore the cost of mining much of the coal is minimized. In character the coal of Utah is not excelled by that of any coal producing state in the Union. It is of two classes—steam producing and coke making. The demand for the steam coal is growing throughout the state, and large manufacturing concerns in adjoining commonwealths have learned to appreciate its value, and are buying it in increasing quantities each year.

	1901	1902
Tonnage production.....	1,152,224	1,641,436
Value of production at mine at \$1.50 per ton.....	\$2,828,336	\$2,462,154
Number of men employed.....	1,724	1,833
Number of days mine worked.....	2,867	3,601
Coke production, tonnage.....	51,607	128,524

SALT LAKE SCHOOLS.—If there is one thing of which the people of Salt Lake are prouder than all others, it is their public schools. The school system is as perfect as the experience of the years can make it. There is no one thing that has been overlooked which could add to their efficiency and keep them up to the highest possible standard. Throughout the city are scattered school buildings which, in architectural design and beauty of surroundings, are unequaled in any city of its size in the United States. The magnificent sum of \$1,170,865.53 has been spent in the purchase of sites and the erection and equipping of these school buildings. The interior of the schools is as perfect as their exterior beauty. All that is modern in the way of heating and furnishing has been supplied, until the very acme of comfort and healthfulness has been attained. In all there are twenty-six school buildings in the city, which are used for public school purposes, most of which are of recent structure. From the first the schools have been kept free from partisan politics, and some of the best citizens of the city have considered it an honor to be members of the school board and bring to it their ripest experience. The highest possible ability has been always the object in the selection of teachers of the various grades, and as a consequence 322 ladies and gentlemen who are directly employed in the schools as teachers, principals and special directors form a body of educators which would do credit to any city in the world.

	1901	1902	Increase
School census.....	14,428	14,543	115
Enrollment.....	12,979	13,253	274
Value of school property	\$1,117,601.76	\$1,170,765.53	\$53,163.77
Number of teachers and principals.....	301	322	21
High school graduates	69	86	17

SALT LAKE AS A RAILROAD CENTER.

(BY JOHN E. HANSEN, CITY EDITOR DESERET NEWS)

The importance of Salt Lake as a railroad center has been long recognized by the leading business men of the community, and by the big transportation companies of the country. Situated as it is, in the very heart of a vast tributary region, with no competitor of note between Denver and San Francisco, and with none at all for a thousand miles north and south, its position is impregnable. And particularly gratifying to the citizens of Utah, is the fact that conditions, natural and artificial, will continue to develop and strengthen the proud place the city occupies.

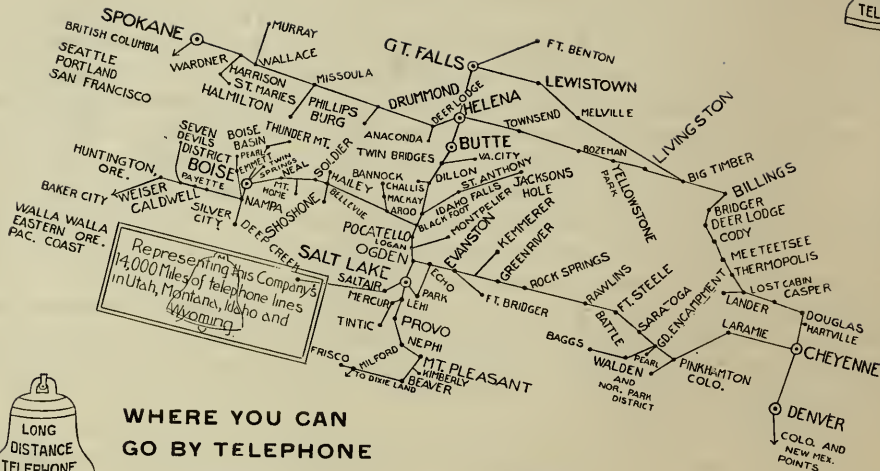
The reason is obvious. Ever since the coming of the Pioneers, it has been a furnishing and distributing point. Year by year its trade has increased. The passing of each decade has seen it far in advance of the mark reached the decade before. The builders of our railroads have carefully noted this certain and unvarying trend of trade development, and have not been slow to make provision for it. In the analyses of business inquiry and acquirement they have seen dependent territory gradually added to the field covered by the wide-a-wake-hustling trade-getter, of the chief city of the intermountain country. All that has meant growth, and growth has meant increased facilities for handling both freight and passenger traffic. Few people realize that the jobbing business of this city, for 1903, will closely approximate, if it does not exceed, \$35 000,000. That is nearly three times as much jobbing business as Denver does in a similar period. That is a fact worth remembering. It gives a

faint idea of what Salt Lake wholesalers are doing in the surrounding states through their acumen and the natural advantage the city holds over far-a-way sister cities, when it comes to supplying the demands of a great and growing area—an area that includes Idaho, Wyoming, Montana, Nevada, and portions of Oregon, California and Colorado, with not infrequent invasion into fields far beyond, where the superiority of Utah manufactured goods is recognized.

Just now the railroads of Utah are making a big forward jump. Immense sums are being spent in an increase of mileage, and a general betterment of trackage and equipment, to say nothing of the acquirement in Salt Lake City, of new and valuable real estate holdings. Notable among the improvements is the projected new depot to be erected for the joint occupancy of the Oregon Short Line and the San Pedro, Los Angeles and Salt Lake, at a cost of \$250,000. A similar structure is to be built for the Rio Grande Western and the Salt Lake and Western, the last named road being the proposed outlet from this city, of the Gould lines, which will then form a complete transcontinental system.

As all the avenues of travel led to Rome of old, so do all the railroads of the great west lead to Salt Lake. This is the common center where they all meet. From here they extend east, west, north, south, threading every part of the state and furnishing each section with a rapid and up-to-date means of transportation and communication with the outside world. From the view-point of a railroad man, the city's past is a proud one; its present is full of promise; its future is assured.

For information on Mormon Doctrines address, BUREAU OF INFORMATION AND CHURCH LITERATURE, 214 TEMPLETON BUILDING, SALT LAKE CITY, UTAH.



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